

Message Text

PAGE 01 NATO 05163 01 OF 02 261909Z

41

ACTION EUR-25

INFO OCT-01 EA-11 ISO-00 SS-20 SCI-06 HEW-08 DOTE-00

CIAE-00 PM-07 INR-10 L-03 NEA-10 NSAE-00 PA-04 RSC-01

PRS-01 SPC-03 USIA-15 TRSE-00 SAI-01 HUD-02 DODE-00

CEQ-02 EB-11 IO-14 EPA-04 INT-08 DRC-01 NSC-10 COME-00

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R 261430Z OCT 73

FM USMISSION NATO

TO SECSTATE WASHDC 2370

INFO ALL NATO CAPITALS 3401

USMISSION OECD PARIS

AMEMBASSY STOCKHOLM

AMEMBASSY TOKYO

USMISSION EC BRUSSELS

UNCLAS SECTION 1 OF 2 USNATO 5163

E.O. 11652: N/A

TAGS: SERV, NATO

SUBJECT: CCMS: OCTOBER 1973 PLENARY -- ROAD SAFETY PILOT STUDY

SUMMARY: US INTRODUCED THE INTERNATIONAL RESOLUTION ON ROAD SAFETY AND, WITH BELGIUM, FRANCE AND THE NETHERLANDS AS CO-SPONSORS, CALLED FOR ITS ADOPTION BY CCMS. CANADA, DENMARK, FRG, ITALY, NORWAY, PORTUGAL, TURKEY AND UK EXPRESSED SUPPORT. CHAIRMAN OZDAS SUMMED UP CCMS ACCEPTANCE OF RESOLUTION, STATING IT WOULD BE FORWARDED TO NORTH ATLANTIC COUNCIL RECOMMENDING APPROVAL. US THEN REPORTED ON FOLLOW-UP ACTIVITIES IN ACCIDENT INVESTIGATION, ESV, AND ALCOHOL AND HIGHWAY SAFETY PROJECTS. NEED FOR AD HOC GROUP OF INTERESTED NATO COUNTRIES TO COORDINATE ALL FOLLOW-UP ON PILOT STUDY RECOMMENDATIONS WAS EMPHASIZED. DRAFT OF THE FINAL ROAD SAFETY PILOT STUDY REPORT WAS INTRODUCED BY U.S. WITH CALL FOR COMMENTS BY DECEMBER 17, FOR CONSIDERATION UNCLASSIFIED

PAGE 02 NATO 05163 01 OF 02 261909Z

IN PREPARING FINAL REPORT TO BE OFFERED FOR ADOPTION AT SPRING PLENARY 1974. END SUMMARY

1. RESOLUTION: (A) U.S. JOINED BY BELGIUM,

FRANCE AND THE NETHERLANDS INTRODUCED THE INTERNATIONAL RESOLUTION ON ROAD SAFETY CALLING FOR ITS ADOPTION. NATIONAL POSITIONS INDICATED BELOW. FOR TEXT OF RESOLUTION SEE STATE 184922 AMENDED BY DELETION OF ENTIRE PARAGRAPH 1 (A) AND (B) AND SUBSTITUTING FOR IT THE FOLLOWING:

"I. DO HEREBY RESOLVE AS A COMMON GOAL: TO USE THEIR BEST EFFORTS TO PREVENT ANY INCREASE IN THE ANNUAL NUMBER OF TRAFFIC DEATHS FOR EACH CLASS OF ROAD USER ON THEIR ROAD NETWORKS OVER THE NEXT FIVE-YEAR PERIOD, AND THEREAFTER TO REDUCE SUCH NUMBER PROGRESSIVELY."

(FYI - THIS GOAL WILL IN MANY COUNTRIES RESULT IN A DECREASE IN THE TRAFFIC DEATH RATE PER 100 MILLION KILOMETERS OF GREATER THAN 15 PERCENT OVER THE NEXT FIVE YEARS.)

(B) UK: COMMENTED ON SERIOUSNESS OF ROAD SAFETY ISSUE, NOTING THAT WITH OVER 7000 BEING KILLED ANNUALLY ON BRITISH ROADS THIS WAS HIGH PRIORITY PROBLEM FOR HMG. UK ALSO EXPRESSED APPRECIATION FOR PILOT COUNTRY'S AMENDING TEXT (AS PER PARA 2 (A) ABOVE), AND EMPHASIZED THAT THE CHANGE WAS EXTREMELY WELCOME AND THAT UK WOULD GIVE THE RESOLUTION STRONGEST SUPPORT, ALTHOUGH IT WAS NOT PREPARED TO CO-SPONSOR RESOLUTION. STRONG UK SUPPORT OF THE RESOLUTION WAS WITH THE UNDERSTANDING THAT THERE WAS NO INTENTION TO DUPLICATE WORK OF OTHER INTERNATIONAL ORGANIZATIONS CONCERNED WITH VARIOUS ASPECTS OF ROAD SAFETY, OR TO ESTABLISH CONTINUING SECRETARIATS OR PERMANENT ORGANIZATIONS.

(C) CANADA: JURISDICTION OVER ROAD SAFETY ACTION RESTS WITH PROVINCES. MINISTER OF TRANSPORT MARCHAND AT OTTAWA PLENARY HAD PERSONALLY PLEDGED SUPPORT OF RESOLUTION WITH GOAL OF 15 PERCENT REDUCTION IN DEATH RATES INCLUDED. SINCE THEN WITH INTENSIVE FOLLOW-UP, 8 OUT OF 10 PROVINCES APPROVED OF RESOLUTION WITH 15 PERCENT GOAL INCLUDED. CANADA AGREED TO SUPPORT THE RESOLUTION AS AMENDED, BUT WOULD LIKE UNCLASSIFIED

PAGE 03 NATO 05163 01 OF 02 261909Z

TO SEE NATIONS MAINTAIN THE 15 PERCENT REDUCTION AS PERHAPS AN ALTERNATIVE NATIONAL GOAL. (CANADIANS INDICATED PRIVATELY THAT THEY HAD ALREADY PLANNED TO SPEND \$250 MILLION ADDITIONAL FUNDS TO IMPLEMENT RESOLUTION.)

(D) FRG: FULLY SUPPORTED WORDING OF RESOLUTION AS AMENDED (PARA 2 (A) ABOVE). ALTHOUGH FRG HAD SUPPORTED QUANTITATIVE GOAL AND CO-SPONSORED INTRODUCTION OF RESOLUTION AT APRIL 1973 PLENARY, FRG NO LONGER BELIEVED THAT 15 PERCENT GOAL WAS APPROPRIATE. A BETTER APPROACH, ACCORDING TO FRG, WAS TO HAVE MORE GENERAL INTERNATIONAL COMMON

GOAL AS IN AMENDMENT, WITH EACH COUNTRY SETTING ITS OWN MORE PRECISE NATIONAL GOALS.

(E) FRANCE: FRANCE CO-SPONSORED THE RESOLUTION. WHILE IN FAVOR OF 15 PERCENT RATE REDUCTION GOAL, FRANCE ACCEPTED U.S. AMENDMENT (PARA 2 (A) ABOVE), NOTING THAT NEW GOAL MIGHT WELL BE HARDER TO ACHIEVE THAN 15 PERCENT RATE REDUCTION. FRANCE SHARED UK'S VIEW ON NECESSITY TO AVOID DUPLICATION WITH WORK OF OTHER INTERNATIONAL BODIES.

(F) ITALY: ITALY SHARED WITH FRANCE THE POSITION THAT FUTURE COORDINATION WOULD BE ESSENTIAL. ITALY FURTHER STATED THAT UNIFIED ACTIONS OF ALL COUNTRIES WILL HELP INDIVIDUAL COUNTRIES WITH THEIR NATIONAL ACTION PROGRAMS. ITALIAN DEL CAME TO PLENARY PREPARED SUPPORT ORIGINAL RESOLUTION FORMULATION WITH PERCENTAGE GOAL, BUT WITHOUT INSTRUCTIONS ON AMENDED LANGUAGE, WHICH ITALIAN TRANSPORTATION EXPERTS AT PLENARY CONTENDED SET GOAL TOO DIFFICULT TO MEET. PROSPECT OF RE-OPENING ON FLOOR THE WHOLE QUESTION OF RESOLUTION LANGUAGE (WHICH NOW GENERALLY ACCEPTED BY OTHERS) WAS AVERTED BY INTENSE U.S. EFFORT, ASSISTED BY OTHER DELEGATIONS PRIOR TO TABLING OF RESOLUTION. RESULT WAS THAT ITALIAN DEL, IN CONSULTATION WITH ROME, ULTIMATELY AGREED SUPPORT RESOLUTION AS AMENDED.

UNCLASSIFIED

PAGE 04 NATO 05163 01 OF 02 261909Z

(G) DENMARK: DENMARK FULLY SUPPORTED THE RESOLUTION AS NOW WORDED (PARA 2 (A) ABOVE), WITH COMMENT THAT QUESTION OF HOW TO ACHIEVE GOALS WAS FOR INDIVIDUAL COUNTRIES TO DECIDE.

(H) NORWAY: NORWAY STRESSED THE IMPORTANCE AND SERIOUSNESS OF RESOLUTION AND STATED IT COULD ACCEPT THE RESOLUTION AS NOW WORDED. NORWAY NOTED ITS UNDERSTANDING THAT PHRASE "BEST EFFORTS" APPLIED TO THE WHOLE OF PARAGRAPH (1) IN THE RESOLUTION AND THAT ACTION RECOMMENDATIONS WERE SUBJECT TO CCMS AGREEMENT BEFORE BECOMING ANNEXES TO THE RESOLUTION.

UNCLASSIFIED

PAGE 01 NATO 05163 02 OF 02 261917Z

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UNCLAS SECTION 2 OF 2 USNATO 5163

(I) PORTUGAL: PORTUGAL FULLY SUPPORTED RESOLUTION STATING NEW GOAL WAS A MUCH WISER AND MORE ACCEPTABLE ONE. PORTUGAL ALSO STRESSED NEED FOR COORDINATION TO AVOID DUPLICATION, GIVING AS EXAMPLE THE FACT THAT SAMPLE ANNEX ON PEDESTRIAN SAFETY DISTRIBUTED FOR JUNE WORKSHOP MIGHT DUPLICATE WORK NOW IN PROGRESS IN ECMT.

(J) NETHERLANDS: NETHERLANDS EXPRESSED PREFERENCE FOR A PERCENTAGE GOAL BUT FULLY SUPPORTED THE AMENDED RESOLUTION (PARA 2 (A) ABOVE), AND SUGGESTED THAT UPON APPROVAL OF RESOLUTION BY NAC IT BE FORWARDED TO ECE IN ORDER TO INFORM EASTERN COUNTRIES.

(K) U.S.: (DOT UNDER SECRETARY BARNUM) THANKED OTHER COUNTRIES FOR THEIR SUPPORT AND CONFIRMED FOR THE RECORD THE FOLLOWING THREE POINTS:

UNCLASSIFIED

PAGE 02 NATO 05163 02 OF 02 261917Z

(I) PERTAINING TO THE CONCERNS EXPRESSED BY UK DELEGATES AND OTHERS, THERE WAS NO INTENTION TO DUPLICATE OTHER INTERNATIONAL EFFORTS IN ROAD SAFETY OR TO CREATE A CONTINUING SECRETARIAT FOR ROAD SAFETY. (II) THE "BEST EFFORTS" PHRASE OF THE AMENDED GOAL PARAGRAPH DID INDEED APPLY TO PREVENTING ANY INCREASE IN THE ANNUAL NUMBER OF TRAFFIC DEATHS AND TO THE PROGRESSIVE REDUCTION OF THAT NUMBER THEREAFTER. (III) ACTION PROGRAMS BEFORE BECOMING ANNEXES TO THE RESOLUTION WOULD BE SUBJECT TO AGREEMENT BY CCMS. THE LATTER TWO POINTS WERE A PARTICULAR CONCERN OF NORWAY.

2. CHAIRMAN OZDAS SUMMED UP WITH OBSERVATION THAT THERE WAS STRONG CCMS SUPPORT FOR RESOLUTION AS AMENDED (PARA 2 (A)) ANT THAT NATIONAL GOALS CONSISTENT WITH NATO GOAL COULD BE SET INDIVIDUALLY. OZDAS NOTED CCMS ACTION ON RESOLUTION AS FOLLOWS: (A) CCMS HAD ACCEPTED THE RESOLUTION (NATO DOCUMENT AC/274-D/27 AND REFTEL) AS AMENDED (PARA 2 (A) ABOVE); (B) CCMS WOULD FORWARD THE RESOLUTION TO THE NAG WITH ITS RECOMMENDATION FOR APPROVAL; (C) ONCE IT WAS APPROVED BY NAC, THE SECRETARY GENERAL WOULD BE REQUESTED TO FORWARD COPIES OF THE RESOLUTION TO OTHER INTERESTED INTERNATIONAL ORGANIZATIONS.

3. DR. JAMES B. GREGORY, THE ADMINISTRATOR OF NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION AND NEW DIRECTOR OF ROAD SAFETY PILOT STUDY, DISCUSSED FOLLOW-UP ACTIONS ALREADY STARTED OR BEING PLANNED IN THREE OF THE ROAD SAFETY PROJECTS. ALCOHOL AND HIGHWAY SAFETY GROUP HAD HELD MEETING OCTOBER 16-17 TO DISCUSS MEASURES TO CARRY OUT ROADSIDE SURVEYS. IN LAST WEEK OF NOVEMBER, ACCIDENT INVESTIGATION COORDINATION PANEL WOULD DISCUSS MEASURES TO ESTABLISH AN INTERNATIONAL ACCIDENT INVESTIGATION SYSTEM; ESV GROUP HAS SCHEDULED FIFTH INTERNATIONAL CCMS ESV CONFERENCE, TO BE HOSTED BY UK IN LONDON IN JUNE 1974. DR. GREGORY THEN OUTLINED NEED FOR AN AD HOC GROUP OF ROAD SAFETY POLICY-MAKING TECHNICAL OFFICIALS OF INTERESTED NATO NATIONS
UNCLASSIFIED

PAGE 03 NATO 05163 02 OF 02 261917Z

TO COORDINATE FOLLOW-UP ACTION ON PILOT STUDY RECOMMENDATIONS. GROUP WOULD BE SELF-STARTING, SELF-GOVERNING AND PROVIDE POLICY-LEVEL SUPPORT FOR TECHNICAL INITIATIVES.

4. DRAFT OF FINAL REPORT ON ROAD SAFETY PILOT STUDY DISTRIBUTED BY U.S. CCMS DELEGATE DR. BRENNER. HE REQUESTED THAT THE REPORT AND COMMENTS, PARTICULARLY BY ROAD SAFETY PROJECT LEADERS, BE FORWARDED TO U.S. BY DECEMBER 17 IN ORDER TO PERMIT CONSIDERATION IN THE FINAL VERSION OF REPORT WHICH WOULD BE PRESENTED TO SPRING CCMS PLENARY FOR ADOPTION. REPORT CONTAINS A SEPARATE CHAPTER CONTAINING ABRIDGED VERSION OF EACH PROJECT REPORT. INASMUCH AS PROJECT DIRECTORS HAVE NOT SEEN ABRIDGMENTS AS YET, BRENNER REQUESTED THAT DRAFT REPORT BE HELD IN CONFIDENCE. FINAL REPORT WILL BE PUBLICLY DISTRIBUTED. (NOTE: TRANSLATION OF DRAFT REPORT INTO FRENCH NOW IN PROGRESS. FRENCH AND ADDITIONAL ENGLISH COPIES WILL BE SENT FROM WASHINGTON TO ALL NATO CAPITALS IN

NEAR FUTURE.)

5. UNDER SECRETARY BARNUM CONCLUDED U.S.
PRESENTATION BY NOTING DR. BRENNER DEPARTURE FROM
U.S. GROUP INVOLVED WITH ROAD SAFETY PILOT STUDY,
PAYING TRIBUTE TO HIS VALUED CONTRIBUTIONS
TO THE THREE-YEAR ROAD SAFETY PILOT STUDY, NOW
DRAWING TO A CLOSE. FRANCE, CANADA, FRG,
NETHERLANDS AND TURKEY JOINED IN MUCH DESERVED
TRIBUTE TO DR. BRENNER.
RUMSFELD

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